

BORNEO TOBACCO.

The following table showing the quantity and value of tobacco produced in North Borneo should prove of interest to our readers—

Crop.	No. of Acres.	Approx. average yield per acre.	Approx. value per acre.	Approx. total value.
1896	27	11	47 1/2	1,297 1/2
1897	311	118	46 1/2	14,468 1/2
1898	1,022	116 1/2	46 1/2	47,822 1/2
1899	1,848	111	46 1/2	85,400 1/2
1900	2,124	107	46 1/2	99,100 1/2
1901	2,124	107	46 1/2	99,100 1/2
1902	2,124	107	46 1/2	99,100 1/2
1903	2,124	107	46 1/2	99,100 1/2
1904	2,124	107	46 1/2	99,100 1/2
1905	2,124	107	46 1/2	99,100 1/2
1906	2,124	107	46 1/2	99,100 1/2
1907	2,124	107	46 1/2	99,100 1/2
1908	2,124	107	46 1/2	99,100 1/2
1909	2,124	107	46 1/2	99,100 1/2
1910	2,124	107	46 1/2	99,100 1/2

THE MAT SALLER AFFAIR.

Thus the *B. N. Herald* of 1st instant—

OUR LITTLE WAR.
The news from the expedition sent to chastise Mat Salleh is satisfactory. Capt. Harrington, who is now in full command, commenced his attack on the fortified villages and two forts situated on a bare hill on the 10th, capturing them after twelve hours' continuous fighting, our guns doing splendid work. The Indian soldiers behaved as if on parade. Two of our native allies were killed, and several wounded, including two police. The Malays led the men most gallantly, and all operations were carried out to the letter. An enemy's magazine was exploded.

The Tugboats took the oath of allegiance and were giving up their guns on the 17th Jan.—a most satisfactory event.

Later news announces the further capture of two forts and the abandonment of a third, which they burned down before leaving, by the Bajaws. The fort of Mat Sutor (Mat Salleh's right hand man) was also burned to the ground, and the fire on Mat Salleh's own fort was so heavy that his house was unroofed to save it from being destroyed. Data Sibundano is reported to be wounded. The only difficulty with Mat Salleh's fort is that it occupies so strong a natural position that it is impossible to surround it with entrenchments, and he will doubtless try and escape (as on a previous occasion) by the rear. Capt. Harrington and the other officers may, however, be depended upon to exercise the greatest vigilance, and, even as matters now stand, the surrender of so many of his men and the large destruction of forts and villages must have heavily discounted his influence over his followers. Further supplies of ammunition &c., have gone forward and we may hope before long to hear that Mat Salleh has either been killed or captured.

TRADE IN THE UPPER YANGTZE.

According to the *Hamburgische Correspondent*, a number of shipowners and bankers at Brussels and Antwerp have joined in forming a company, with a capital of about two millions for the navigation of the Yangtze-kiang, between Shanghai and Hankow, by shallow-draft steamboats. The project is said to have originated with King Leopold, who discussed the matter with an Antwerp shipowner last year. The company does not for the present intend to acquire fresh concessions in China, but only to search for new markets for Belgian products.

WAR CORRESPONDENTS.

The Transvaal war has seen the greatest number of war correspondents sent out since journalism first became a power in the land. Altogether some thirty-five or forty correspondents alone represent the British Press, while the number of their representatives is problematical. Already the correspondents have experienced losses. G. W. Steevens, the *King of correspondents*, was recently killed in Mafeking by a British officer. E. F. Knight lost his arm at Mafeking; and Lady Sarah Wilson, Winston Churchill, and G. Lynch have been imprisoned by the Boers. It promises to be a most disastrous war for the correspondents, and one of the *Times*' representatives discusses the question whether, after all, the correspondents, in their desire to get good copy, should venture into the fighting line. This correspondent's letters describing the advance of Lord Methuen's column are among the best that have yet reached England, and it would have been a distinct loss not to have had his description of the thirteen-hour bridgehead fight at the Modder River. It has become the fashion with some would-be smart folk to speak of the war correspondents as an unmitigated nuisance, but it is obvious that without them the public would be deprived of much useful information regarding the movements of the army and the individual acts of heroism performed by our officers and soldiers. The correspondents invariably deserve praise, and not blame, for they share in the perils and privations of the soldiers on active service and perform a duty to the public as well as to their employers. In St. Paul's Cathedral a tablet has been placed in the crypt to the memory of several war correspondents who fell in the Sudan campaigns. The inscription reads as follows—

In Memory of the Gallant Men who, in the discharge of their duty as Special Correspondents, fell in the Campaigns in the Sudan, 1898; 1884, 1885;

Edmond O'Donovan, *Daily News*; Kashigil, November, 1883; Frank Power, *Times*; El Kamar, October, 1884;

John Alexander Cameron, *Standard*; Abu Kru, January 19, 1885; St. Leger, *Algerian*; Harben, C.M.G., *Morning Post*; Abu Kru, January 19, 1885; William Henry Gordon, *Manchester Guardian*; Korti, January 1885;

Frank J. T. Roberts, *Reuter's Agency*; Sukim, May 15, 1885.

FRENCH SOUDAN.

Simultaneously with the decision of the French paper the *Matin* to carry out by private initiative the famous scheme, so long supported in vain by M. Paul Leroy-Beaulieu, of a Trans-Saharan railway, the Government has received information of the victorious entry of the Flamin mission into Salah, after a pitched battle with the chiefs of the anti-French party. This advance has been made not by a military expedition, but by a mission organized by M. Flamin, who has won a reputation in the scientific world by his study of the geology of the Sahara. Backed by a little company of Spahis, M. Flamin set out for the dreaded region of the oasis of the Tidikelt, where he arrived on Dec. 27. On the morning suddenly, he was attacked by about 1,200 men from Insala and from the neighbouring Kouss. The brief telegram relating the subsequent action, says that the aggressors were repulsed with 40 killed or wounded, and that 64 were made prisoners, among whom were 18 chiefs. The French had only killed and four wounded.

NEW COMMERCIAL INTELLIGENCE BRANCH OF THE BOARD OF TRADE.

The Intelligence Branch of the Commercial Department of the Board of Trade has been established with a view to meet the constantly increasing demand for prompt and accurate information on commercial matters, so far as it can be met by Government action. In deciding to establish this new branch, the Board of Trade have been largely influenced by the recommendations contained in the report of a departmental committee, composed not only of representatives of the various Government departments concerned, but also of prominent representatives of commercial interests, which was appointed by Mr. Ritchie, the President of the Board, in July 1897. The committee referred to was requested to consider and advise (1) as to the best means of collecting and disseminating among those interested prompt and accurate information upon commercial subjects, and (2) as to the collection of samples especially of goods of foreign manufacture competing with British productions, and the expeditions of such samples to manufacturers and traders of this country. As a result of their deliberations the committee recommended under head (1) the establishment of a new office, under the Board of Trade, on lines which the Board have followed generally in the creation of the Intelligence Branch, and this branch is consequently intended to become a centre at which information on all subjects of commercial interest shall be collected and focussed in a form convenient for reference. In addition, it will be the duty of the branch, as far as circumstances permit, to afford information in reply to all inquiries on commercial matters which may be addressed to it, whether written or verbal.

The new Office, which is temporarily housed at No. 50, Parliament-street, London, S.W., was opened on October 23 last; its principal officer (under the Comptroller-General of the Commercial, Statistical, and Labour Departments of Trade) being Mr. T. Worthington, who recently acted as Special Commissioner to the Board in an inquiry into the condition and prospects of British trade in certain South American countries. The Intelligence Branch will endeavour, on application being made to it, to supply information on the following subjects:—(1) Commercial statistics; matters relating to foreign and colonial tariffs; excise and "consumption" duties; port, harbour, and tonnage dues; and other charges on shipping; Customs regulations; Consular fees; forms of certificates of origin; regulations concerning commercial travellers; trading licences; foreign and colonial contracts open to tender; foreign and colonial bounties; lists of firms engaged in particular lines of business in different localities, &c. An inquiry room at which copies of official publications, directories, and other works of reference may be consulted, is reserved at the offices of the branch for the convenience of personal applicants.

The Board of Trade journal will be the principal medium through which intelligence collected by the branch and intended for general information will be conveyed to the public. The journal, which has up to the present been issued monthly at the price of 6d., is now issued weekly, at the price of 1d.

It is intended shortly to give effect to the recommendations of the committee referred to above in respect of the collection and exhibition of samples, and the arrangements necessary to enable this to be done are now under the consideration of the Board of Trade.

DOES TRADE FOLLOW THE FLAG.

The British colonies and possessions are establishing their commercial independence of the United Kingdom, for—

(a) The United Kingdom is receiving a lesser proportion of their exports from year to year.

(b) The United Kingdom is sending them a lesser proportion of their imports from year to year.

During the past 20 years the United States has been more important to the United Kingdom as a source of supply than the whole of the British Empire. Taking the British Empire as a whole (exclusive of the United Kingdom) we find that, man for man, the people of the United States are better customers of the United Kingdom than the people of the British Empire, each American buying annually \$1.59 worth of English goods and each colonial subject \$1.02 worth. Dividing the British colonies and possessions into two classes, tropical and non-tropical, we find that the non-tropical colonies export to the United Kingdom yearly, goods to the value of \$2.34 per head of their population, and that the tropical colonies export to the United Kingdom yearly only 66 cents' worth of goods per head of their population.

The non-tropical colonies consume yearly, per head of their population, \$12.32 worth of English goods, and the tropical colonies 71 cents' worth, per head of their population.

There is no evidence in the above facts that trade follows the flag, in the sense that possession of a country produces any extraordinary development of trade between the dependency and the dominant country. On the other hand, where the alternative lies between possessing a given territory or allowing it to pass to the control of a nation which will erect formidable barriers against the trade of foreign states, possession is the only effective method of assuring a fair proportion of trade to the interested country.

PAY AND SEPARATION ALLOWANCES.

The subjoined Royal Warrant and instructions relating to separation allowance, promulgated to the army with the approval of the Secretary of State for War, were issued from the War Office in a special Army Order on Tuesday, 14th January.

Victoria R. I.
Whereas we deem it expedient to increase the rates of separation allowance granted to the families, not in the occupation of public quarters of Soldiers, mobilized Reservists, and embodied Militiamen; It is our will and pleasure that, from January 1, 1900, such allowances shall be issued at the following daily rates—

Wife of soldier in Class 15	.....	2 3
Wife of soldier in Class 16	.....	2 1
Wife of soldier in Class 17 or 18	.....	1 4
Wife of soldier in Class 19 or 20	.....	1 1
Each child (girl under the age of 16 or boy under the age of 14)	.....	0 2

When the family is in occupation of public quarters, and is provided with fuel and light, the wife shall, as heretofore, receive separation allowance at the rate of 4d. per day for herself, and 12d. a day for each child, subject to above conditions as to age.

If the child be motherless the rate of separation allowance shall in any case be 4d. a day.

Given at our Court at Osborne, this 8th day of January, 1900, in the 63rd year of our reign.

By her Majesty's command, LANSDOWNE.

THE ANGLO-GERMAN AGREEMENT.

With regard to the Anglo-German Agreement, a semi-official communication to the *Lisbon Press* says—

"The British and German Governments, having previously come to an agreement in the event of their contracting a large loan for the purpose of reorganizing their finances, the two Governments were disposed to guarantee the success of the operation. At the same time the Governments of Great Britain and Germany assured Portugal that the basis of the agreement between them was a recognition of the integrity of the Portuguese colonial dominions and the legitimacy of Portuguese sovereignty over Portuguese possessions. They further suggested that in the event of Portugal's accepting the proposal concerning the loan the latter should be guaranteed by the Colonial Customs receipts."

"The Portuguese Government then declared that it had no need of such a loan, and, according to our information, it has no such need to the present day."

NO TROUBLE IN AFGHANISTAN.

The *Reuter* telegram reporting the depression on European Houses on account of the St. Petersburg statement that Russian troops had been sent experimentally from Tiflis to Kushik, owing to the alarming situation in Afghanistan, has caused much surprise here, as there is not the faintest justification for the rumour of any such situation. The whole of Afghanistan is absolutely peaceful, the Amir continues in good health, and everything is proceeding smoothly with his administration in Kabul. I have the best authority for the above statement, and the only conclusion to be drawn is that the anti-English party in Russia wish to create alarm in India while the Boer war is proceeding.

MAGERSFÖRTEIN.

"We were awakened at 12 and started marching through the pitch darkness in mass of quarter column. The left guide of each company had a rope attached to the left guide of the one in front, thus keeping fairly well together. The rate of marching was not more than one mile an hour. When we had gone about three miles and were getting quite close to the large bridge in front, our first company was told to deploy to the right, and the second company to the left. This left B Company in front of the column. A Company had gone 30 yards when the Boers opened fire from their shelter in front about 300 yards away and from bushes about 150 yards away on the right flank. You could possibly imagine the number of bullets that came whistling over us. Talk about a hailstorm; that would have been a title to it. However they nearly all went quite harmlessly over our heads. Very few were hit in the first fusillade. Of course it was still quite dark. As soon as the firing started I doubled out and extended to the right of A Company. All the rest of the regiment went away to the right to where the flashing fire was, and after they had cleared that, they went on still further. We never saw them again till evening. The rest of the Highland Brigade, which was behind us, retired and reformed about 1,000 yards behind us. We got within 100 yards of their trench, and lay there firing all we knew. There were not more than 70 of us. In about half an hour the light, and then the sun began. I had just fired a shot at a cave in a tarapulin-coloured hat, and evidently missed him for next second I felt a ping through my helmet, which was my friend potting me. His next shot got the side of my head. The writer after describing other wounds which he sustained, continues—

"About 5 the shells started, being fired from about 1,500 yards behind us. We had two batteries there. They shelled the kopjes in front all day, clearing all out of them. They never gave us a shell, and the shelling was as I suppose they were afraid of hitting us. As it is one corporal is stuck dead and dumb by one of our shells bursting just above his head. There was no cover of any sort for us, and we lay there being potted at till there were only three of us not hit, my skipper being one. We was changing away merrily all day and never got a touch, although he had one through his helmet just above his head. I never felt the slightest pain, only lost a tremendous lot of blood. The man who shot me walked off to the right in the coolest way and was shot about a quarter of a mile down the line. About 2 o'clock the boss of the Boers in front came out and waved his hands to show he was not armed. He then came up to us and said if we would not fire, he would not fire on us as long as we lay still and did not get up. Of course we agreed, as by this time there was no one within a mile of us except the guns, which were about 1,500 yards behind, and our Maxims, which kept on pumping in shots the whole day. We lay there till 4, when two of them came up and said if we let our arms and ammunition we would retire and they would fire on us. They did not want to take any prisoners, not even the three wounded ones, so that all who could walk, about 20 I should think, retired. I walked back and wandered about, trying to find an ambulance to get myself fixed up. I should think I walked five miles, and, having had nothing to eat since the middle of the day before, was getting very done."

The critical moment is thus described by the correspondent of the *Times*: "The force moved forward under cover of the night, and the Highland Brigade, to whom was entrusted the duty to make the first assault, soon vanished in the darkness. They had been expected to make their way, but by a mistake the entire brigade, still in quarter column, the least effective of all formations, and that affording the most certain target, in fact a formation that should never have been used within range of the largest ordnance possessed by the enemy, found itself within 400 yards of the southern face of the enemy's position opposite to the barbed wire entanglements of the strong and entrenched front of the entire line of defence." An instant later, while the front line were cutting the wire entanglements, a volley was fired into the standing troops at point blank range, and in a moment of the 3,000 men one in every five was shot. The brigade was left practically without officers and broke and ran for some hundreds of yards. And though the survivors then reformed they were in no mode for further fighting. Nearly all the day they lay on the ground more or less exposed to the fire of the enemy, and in the late afternoon they retired without orders and again to the Highland Brigade had been wrecked in the space of five minutes, the battle was mainly confined to the artillery. The *GUARDS*, however, at one time got up to the Boer's lines and began to toss the enemy out with the bayonet, only to find the first row of entrenchments completely commanded by the fire from works further back, and so were forced to fall back. The *Daily Mail* correspondent estimates that 800 men dropped in the first three minutes of the attack. Once again some one had blundered, murderously and disastrously blundered.

THE ROMAN CATHOLIC DIRECTORY.

According to the "Catholic Directory, Ecclesiastical Register, and Almanac" for 1900, there are in Great Britain 25 Archbishops and Bishops, 3,271 priests, and 1,888 churches, chapels, and stations. The Roman Catholic population of the United Kingdom is estimated at about five-and-a-half millions, namely, England 1,500,000; Scotland, 35,000; Ireland (according to the 1891 census), 3,500,000. There is a list of Roman Catholic peers, baronets, Privy Counsellors, and M. P.s. In the House of Lords there are 32 Roman Catholics, and in House of Commons 72, it is, however, noticeable that England and Wales contribute only three members to this total, and one of these three—Mr. T. B. O'Connor, is an Irishman. Some interesting details of the Holy Years, of which one began in Rome on Christmas Eve last, are contained in the directory.

SALE OF THE PANAMA CANAL TO AN AMERICAN COMPANY.

Since the Panama scandal raged in France a few years ago little has been heard of that dream of the late M. de Lesseps's life, the canal across the Isthmus, its place in public interest having been taken by the Nicaragua project. Indeed, discussion during the interval has assumed that the failure was not merely financial in its character, but engineering as well. New interest has, however, been given to the whole question by the course of events in America during the past two or three years and by the announcement just made public, that a new company, entirely American as to capital and direction, has taken over all the rights both of the original Panama Canal Company and of its successors. The former company, as shown by the receipts and expenditures, had incurred a total expenditure of about \$156,000,000, of which about \$88,000,000 was cost of excavation and embankment proper. The successor French company was reorganized with a paid-up capital of 60,000,000, about half of which has been cautiously expended on construction since it assumed control of the property and rights of the original company. The French company will transfer to its American successor the canal with all rights and appurtenances, and upon completion of the work, ownership of the Panama Railway will also pass to the new company. The original, or De Lesseps, company retains only an equity in the form of a percentage of net earnings after the payment of operating expenses, fixed charges, and dividend on the capital of the new company. The consideration to be paid to the French company which expects to raise the \$100,000,000 estimated, to be necessary for completing the work by the issue of bonds.

The Panama Canal Company of America filed its articles of incorporation at Trenton, N.J. on December 27. Its capital is fixed at \$100,000,000, with power to increase. The plan of construction under which the French company is now carrying its work is endorsed by an international commission made up of well known engineers in France, Germany, Russia, England, and the United States. Among these are Mr. W. H. Hunter, chief engineer of the Manchester Canal, Mr. Fulscher, consulting engineer, and Mr. Koch, a member of the commission of the Kiel Canal. This commission estimates the cost of the completion of the whole work at something over \$102,000,000, with a possible addition of about \$23,000,000 if both locks on the route are made to an extra width. The concession from the Columbia Government runs until 1910.

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SHIPPING REPORTS.

Captain A. Jones, of the steamship *Sishan*, from Saigon, reports—To Cape Varella light wind and fine, hence to port strong N. winds and heavy sea with heavy rain squalls.

Captain A. E. Hodgins, of the steamship *Hainan*, from Tamsui, Amoy and Swatow, reports—"From Tamsui" heavy N.E. gale and following sea, fine, cloudy weather; from Amoy fresh N.E. monsoon, cloudy weather; from Swatow moderate N. to N.W. winds, fine, cloudy weather. Vessels in Amoy—1 Japanese and a German cruiser. In Swatow—Steamship *Tamsui*.

NOT AND A.

CALENDAR.

FEBRUARY.
Meteorological means based on fifteen years' observations to 1895.
Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.

Barometer 30.26
Temperature 50
Humidity 61
Rainfall 07

TO-DAY.

Thursday, 22nd February, 1900.
Chinese—23rd of 1st moon of 26th year of K'uang-shi.
Sun—Rises 6hr. 29min.
Set 5hr. 58min.
High water—Morning 6hr. 57min.
Afternoon 1hr. 17min.
Low water—Morning 6hr. 18min.
Afternoon 9hr. 39min.

ANNIVERSARIES.

1845—The Danish possessions in India purchased by England.
1850—Lao-kwang, Emperor of China, died.
1876—End of the Carlist rebellion.
1892—Death of the Hon. P. Ryrie at Hong-kong.
1897—Suicide of Capt. J. H. Ward, R.M.L.I., of H.M.S. *Grafton* at Hongkong.

TO-MORROW.

Friday, 23rd February, 1900.
Chinese—24th of 1st moon of 26th year of K'uang-shi.
Sun—Rises 6hr. 28min.
Set 5hr. 58min.
High water—Morning 6hr. 29min.
Afternoon 1hr. 17min.
Low water—Morning 6hr. 27min.
Afternoon 1hr. 15min.

ANNIVERSARIES.

1792—Sir Joshua Reynolds died.
1835—Opium seized and burnt by the Canton authorities.
1841—Hostilities between England and China recommenced.
1848—French Revolution broke out.
1857—The steamer *Queen* captured and burnt by pirates.
1867—First stone of the Hongkong City Hall laid.
1896—Explosion of a powder magazine at Kiangyin, 20 miles from Hongkong.
1897—Hunan Land Telegraph line completed.

AGENDA.

TO-MORROW.

Daylight—N. Y. K. steamer *Wakasa Maru* leaves for Europe.
Noon—T. K. K. steamer *Hongkong Maru*, leaves for San Francisco.
Queen's College—Term begins.
4 p.m.—N. Y. K. steamer *Wakasa Maru* leaves for Australia.
Cargo ex *Cochin* subject to rent.
H.K.V.C. ORDERS.
4.30 p.m.—Range Finding Class.
5.30 p.m.—F. B. Gun Drill at Head quarters and Kowloon Docks.
5.30 p.m.—A 'B' and 'C' Co's Gun Drill at Head quarters.
5.30 p.m.—1st Co's Company Drill.
6 p.m.—E. Co's Company Drill.

SATURDAY, 24th.

OFF DAY, HONGKONG RACES.
(About) P. & O. steamer *Race*, leaves for Shanghai and Japan.
9 p.m.—A. D. C. "Yeoman of the Guard" at City Hall.
Cargo ex *Comandante* subject to rent.
Cargo ex *Denbighshire* subject to rent.
C. N. steamer *Kaoyang*, leaves for Tientsin.
Sheewan Tomes & Co's steamer *Morven* for New York.

MONDAY, 26th.

3 p.m.—Hongkong and Whampoa Dock Co's ordinary yearly meeting at Queen's Buildings.
9 p.m.—A. D. C. "Yeoman of the Guard" at City Hall.
4 p.m.—Time for the receipt for Army Tenders, for Supplies and Services, expires.
H.K.V.C. ORDERS.
5.30 p.m.—F. B. Co. E. L. run at Belchers. Launch leaves S. M. Pier.

TUESDAY, 27th.

Shrove Tuesday.
(About) Dowell & Co's steamer *Birch* leaves for New York.
Noon—Eleventh Annual Meeting of Shareholders in Geo. Fenwick & Co. Ltd., at Hongkong Hotel.

WEDNESDAY, 28th.

Ash Wednesday.
Noon—The China-Borneo Co. Ltd. First Ordinary Yearly Meeting, at No. 4 Queen's Buildings.
Meeting of His Majesty's Justices of the Peace, at the Magistracy.
(About) C. & O. steamer *Belgian King* leaves for San Diego and San Francisco.
Sanitary Board Notice—Time Expires for lime-washing houses in Eastern District.

THURSDAY, 1st March.

Noon—Hongkong Fire Insurance Co. Ltd. Thirty-first Ordinary Annual meeting at Jardine, Matheson & Co's offices.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Catherine Apes*) to-morrow.
Canadian (*Empress of Japan*) 24th inst.
French (*Tonkin*) 25th inst.
American (*Idris*) 1st prox.
American (*Nippon Maru*) 9th prox.

The steamer *Gladius*, left Singapore on 20th inst., and is due in Hongkong on 27th.

The C. & O. Co's steamer *Thyra*, left Moji on 20th inst., and is due here on 25th inst.

The N. P. S. Co's steamer *City of Dublin*, arrived in New York on the 17th inst., also that she sailed from Tacoma on the 18th inst.

The steamer *Empress of Japan*, with the Canadian mail, left Shanghai on Wednesday, the 22nd inst., at 1 a.m. and may be expected here on or about Saturday the 24th inst.

The C. P. R. Co's R.M.S. *Empress of India*, arrived at Kobe on Wednesday the 21st February at 6 a.m. and left again at noon same day for Yokohama where she is due to arrive at noon on Thursday the 22nd February.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ship	From	Due
<i>Isla de Cuba</i>	at Kowloon Dock	
<i>Hongkong</i>	"	"
<i>Progreso</i>	"	"
<i>Coronado</i>	"	"
<i>Kaifong</i>	"	"
<i>Amigo</i>	"	"
<i>U.S.S. Monadnock</i>	"	"
<i>U.S.S. Relief</i>	"	"
<i>U.S.S. Iris</i>	"	"
<i>U.S.S. Wheeling</i>	"	"
<i>Chuen Tso</i>	"	"
<i>Tyr</i>	"	"
<i>Hongkong</i>	"	"
<i>D. Juan d'Austria</i>	"	"
<i>Hankow</i>	"	"
<i>Daphne</i>	"	"
<i>Victoria</i>	"	"

PASSED THE CANAL.
Outward—2nd January—*Sunkai Maru*, St. Andrews.
5th January—*Luas*, Tenkai.
Erzberger, *Ferdinanda*, *Denbighshire*, Ormuzan, 9th January—*Tukar*, 16th January—*Nurabeg*, 19th January—*Edisvald*, *Candia*, *Andantio*, January—*Jawa*, *Sassonia*, *Windsor*, 30th January—*Ockbrauch*, *Socotra*, and February—*Gladius*, *Glenarney*, 6th February—*Heidelberg*, *Maria Valeria*, St. Ronald, *Ardisson*, Orel, 9th February—*Kawachi Maru*, Shanghai, 13th February—*Benlidi*, *Heeler*, *Catalina*, *Konig Albert*, *Vindogona*, *Ansgar*, *Antares*, 16th February—*Angha*, *Bingo Maru*, 20th February—*Amara*, *Bend*, *der*, *Yankata*, *Glenfay*, *Soria*, *Tamba*, *Maui</*

Intimations.

THE HONGKONG AND KOWLOON
WHARF AND GODOWN
CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 4, Queen's Road, at Noon, on MONDAY, the 5th March, for the purpose of receiving the Report of the Directors, with a Statement of Accounts for 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd February to 5th March, both days inclusive.

EDWARD OSBORNE,

Secretary.

Hongkong, 17th February, 1900. [224b]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on WEDNESDAY, the 29th day of March, at Noon, for the purpose of passing the following RESOLUTIONS:

1. That the Proposed Resolution to call up the Unpaid Capital of the Company in ONE CALL, of \$50 per Share PAYABLE on 1st July next, is approved.

2. That the Profits accrued to the Company from the issue of a Premium of the New Shares in the Company, authorized to be issued by the Special Resolution passed on the 10th day, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,500,000, and which was then carried, and is now standing to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalized and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

Should the above Special Resolution be passed by the required majority, it will be submitted for confirmation at a subsequent Meeting to be called for the purpose in due course.

A. SHELTON HOOPER,

Secretary.

Hongkong, 20th February, 1900. [223b]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 2nd February to 8th March, both days inclusive.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 17th February, 1900. [221b]

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

THE THIRTY-FIRST ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock (Noon), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 8th March, both days inclusive.

GEO. L. TOMLIN,

Secretary.

Hongkong, 9th February, 1900. [171b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 31st December, 1899, at the RATE OF ONE POUND AND TEN SHILLINGS together with a BONUS OF TEN SHILLINGS Sterling per Share of \$125 is PAYABLE on and after MONDAY, the Nineteenth February, current at the OFFICES of the Corporation where Shareholders are requested to apply for WARRANTS.

T. JACKSON,

Chief Manager.

Hongkong, 17th February, 1900. [225b]

THE PENJON MINING COMPANY,
LIMITED.

NOTICE is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on Monday, the 29th day of January, 1900, the following Resolution was passed:

That a CALL of One Dollar per Share upon all the holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 31st day of March, 1900.

And Notice is also given that in accordance with Article 21 of the Company's Articles of Association, interest will be charged as from the said 31st day of March, 1900, at the rate of 10 per centum per annum, upon all calls remaining unpaid after the said 31st day of March, 1900, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the office of the Company of the Bankers' receipt for payment of the call together with the certificate of the shares in respect of which the call has been paid, an endorsement to that effect will be made upon the certificate.

By order of the Board of Directors,

W. H. GASKELL,

Secretary.

Hongkong, 30th January, 1900. [130b]

For Sale.

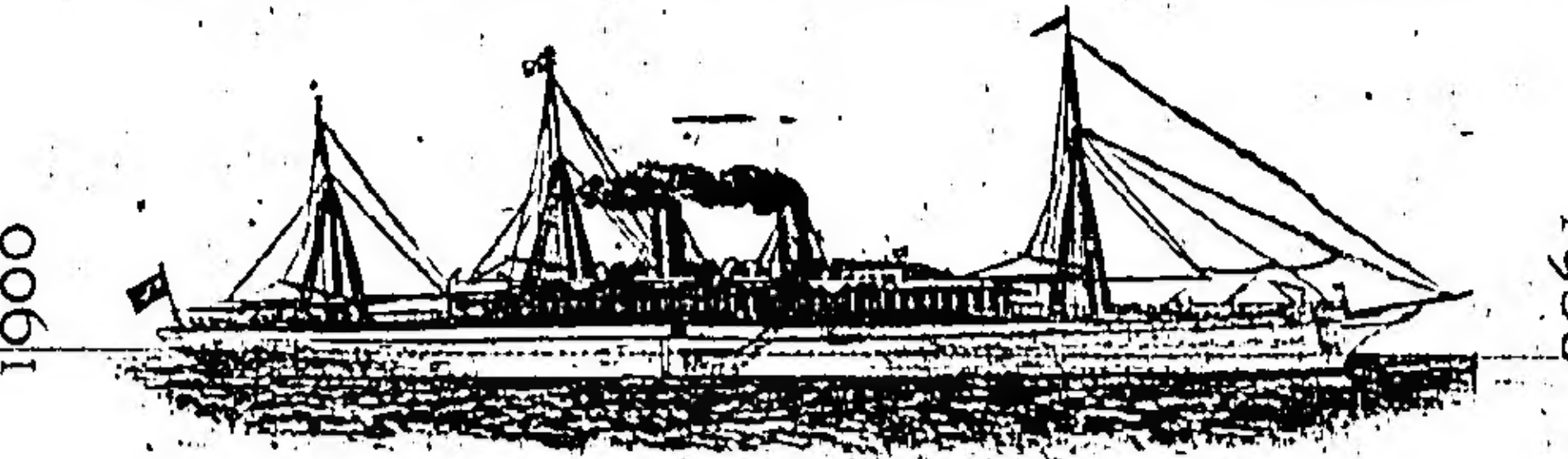
FOR SALE.

PARTIALLY DECKED CENTRE
BOARD YACHT *GEISIA*. Length
over all 42' 6". Water Line 17' 3". Beam 5'.
All Lead Ballast. At present in cruising order.
For Particulars, apply to

c/o This Office.

Hongkong, 26th January, 1900. [116b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS in a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the RAILWAY PASSENGERS OF MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder Street.

Hongkong, 14th February, 1900.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHAFON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, The UNITED STATES, &c.

Belgian King ... 13379 ... about Feb. 28

Thyris ... 13406 ... about Mar. 6

Lady Joice ... 13406 ... about Mar. 31

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and
SAN FRANCISCO, VIA KOBE, YOKO-
HAMA and HONOLULU, on or about
WEDNESDAY, the 28th February.Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 17th February, 1900. [28]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.THE attention of Passengers is directed to
the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class: Tables,
DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Points.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 9th February, 1900. [4]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"CLYDE"

Captain E. Street, carrying Her Majesty's
Mails, will be despatched from this Port for
BOMBAY, &c., on SATURDAY, the 3rd
March, at Noon, taking Passengers and Cargo
for the above Ports.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 17th February, 1900. [5]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulul) ... Saturday, 10th Mar.,
at Noon.Capitol (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulul) ... Thursday, 5th April,
at Noon.Gaelic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulul) ... Tuesday, 1st May,
at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU,
TO-MORROW, the 23rd February, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th February, 1900. [2]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU ... J. B. MacMillan	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TO-MORROW, 23rd Feb., at Daylight.
KASUGA MARU ... E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	TO-MORROW, 23rd Feb., at 4 P.M.
FUTABA MARU ... J. Thom	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 24th Feb., at Noon.
MIKE MARU ... S. Kawamura	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 2nd March, at Noon.
*RIOJUN MARU ... J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 10th March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 21st February, 1900.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINIE.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALLESIA ... South	BORDEAUX, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG.)	27th February. Freight.
ASTORIA ... Hildebrandt	NEW YORK (via SUEZ CANAL).	About 18th March. Freight.
*SAVOIA ... Riger	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG.)	About 22nd March. Freight and Passage.
SAXONIA ... Kreech	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG.)	About 31st March. Freight.
HEIDELBERG ... Schuder	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG.)	About 6th April. Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

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CARLWITZ & Co.,

Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU
(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulul) ... To-morrow, 23rd Feb.,
at Noon.NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) ... Tuesday, 20th March,
at Noon.AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) ... Saturday, 14th April,
at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU,
TO-MORROW, the 23rd February, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 21st February, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Algoa (via Moji, Kobe) ... Thursday, 1st March,
at Noon.China (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulul) ... Saturday, 3rd March,
at Noon.City of Rio de Janeiro (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama and Honolulul) ... Tuesday, 27th March,
at Noon.

THE U.S. Mail Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO,
via MOJI, KO

THE DEFICIENCIES OF IMPERIAL DEFENCE.

Lord Charles Beresford does not hide his opinions or voice his words. In returning thanks at the banquet given to him last month by the London Chamber of Commerce, he said at the outset that he was going to make a strong speech, and he did so. What was wanted was that those in authority should devote their attention to national and administrative questions rather than to mere party matters. In his experience of the House of Commons he had met with only three men of Cabinet rank who really thoroughly understood Imperial defence, he meant Lord R. Churchill, Sir M. Hicks Beach and Sir C. Dike. The present system was rotten, false and misleading. The cardinal fault was that the budget for defence was not made-out on the exigencies of defence but on the exigencies of finance and party government, the consequence being that when they went to war they had neither the necessary equipment nor the necessary organization for any emergency that might arise; the natural result of no businesslike system of administration. There was no doubt whatever that the least our Army should be able to do was to defend our Colonies from invasion all over the world and protect the great empire of India. The real fact of the matter was that under the present system there was no real responsibility. The War Office and the Admiralty ought to draw up memoranda telling the House of Commons and the country exactly what they wanted, and why their requirements were such. People at present were trying to find a scapegoat on which the responsibility for the misconduct of the present war. But the real fault lay in the unbusinesslike system on which the Army had been conducted. Our Generals were not to be blamed. They had been set to impossible tasks. It was the underlying system which required drastic treatment.

NEWS FROM FRANCE.

The Editor of the *Univers* declares that the Boers are rigid and intolerant Huguenots, who still cherish in their hearts so strong a hatred of Catholics that up to a short time ago they closed their States against the entrance of Catholic missionaries, and even now only admitted them on the condition that their liberty of action was confined within the narrowest limits. The writer is equally outspoken in regard to the blacks. It should be insisted, he clearly understood that the Boers, regarding the blacks as an inferior order of beings, make no effort, and showed no desire of helping them to civilization. They are unwilling to lift their souls by religion, to elevate their minds by education, or to help on their moral or material amelioration. The negroes are to them mere beasts, often times something worse, a race destined to disappear either through extinction or by slow oppression. There can, therefore, be no real bond of sympathy between so noble a nation as France, which is ever the van of civilization, and the Boers. What then is the reason for the present attitude of Frenchmen who so loudly applaud the success which the Boers have achieved? It is the satisfaction left by a Christian heart in seeing God humiliate the proud, and that felt by the heart of every Frenchman in seeing the Colossus of Great Britain tottering from an unexpected blow from a little stone from the nameless hill that commands the course of the Tugela. "This is why," he proceeds, "Frenchmen cheer the victories of the Boers, because these victories humiliate, weaken, and bring England low, England the enemy which wishes more ill to France than she herself can work, which desires to destroy her fleet so that there may no longer be in the world any counterpoise to her universal dominion. England beaten in South Africa would mean that the world would be relieved and perchance delivered from the night mare of that general war with which our proud rival threatens it."

What is of importance to France is that England should emerge from the struggle sufficiently weakened to feel herself too feeble ever again to threaten the peace of the world. Christian charity is in perfect accordance with these conclusions dictated by French patriotism, and Christian charity and French generosity (sic) will agree in not pushing their wishes to *Delenda est Carthago*, the downfall of Britain.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Angier, A. G.
Ah Fong, Miss
Amy, Fanny
Alexand, M.
Armstrong, A.
All, Miss
Armsmoker
Arab, N. M.
Arnold, E. W.
Aglivie, A. B.
Ages, Dr. V.
Armar, J.
Ayres
Albert, Hope S. S. Co.
Ambell
Baronian, Z. S.
Bennet, J.
Benemer, Mr.
Blake, R. E.
Baring, T.
Bambago, E. M.
Bib, Angan
Ballard, Anna
Brennes, C.
Burnett, L. C.
Brusse, C.
Buckley
Bambridge, Miss
Bloom, Rosa
Berthier, T.
Bowler, C. E.
Barker, A. M.
Bass, J. P.
Brawm
Belys, M.
Bourdanel
Bardoff
Bridge, G. E.
Bodemeys
Breitag, H.
Brooks, W.
Bery, H. H.
Bluck, Mrs. Mountieth
Bumefield, L.
Boogowski
Bohn, Thubbas
Bruhsching, M.
Bardy, M. J.
Bedden, Miss M.
Braglie, P. P.
Blefo, W. & Co.
Bargos, F.
Crook, Miss H. C.
Capps, W. L.
Cranton, Miss E.
Clifton, G.
Chingvala, S. F.
Crook, Miss N. G.
Crot, Miss R.
Cameron, D. C.
Chambors, E. H.
Crony, H.
Chaplin, Miss
Chambers, Capt. J.
Clamont, F.
Charles, Mrs. J.

Cuthbert, G. J.
Chimitt, T.
Chenillon, G.
Ducat, Capt. C. M.
Delen, Mrs. L.
David, M. W.
Deladonnespa
Dauney, C.
Dean, W. A.
Dallon, C.
Dirke, R.
Davies, Capt. F.
Devany, M.
Doak, Mr.
Dobbeke, H. H.
Denny, Bros.
Drayde, Miss
Draze, A. M.
Davis, E. C.
David, F.
Elias, A.
Edwards, L.
Eskert, Miss B.
Esheg Khan
Everell, Capt. C. S.
Ferran, Mons.
Forster, R. C. H.
Franklin, C. S. P.
France, A. G.
Frubeloff, H.
Fucud, S.
Fou Chan Fau
Flocet, A.
Flemlat, C.
Flores, A.
Fueswyo, G. A. G.
Fernandes
Goldshy, S.
Galgony, Josephine von
Glover, Mr.
Guent
Galey
Ghyke, Mr. and Mrs.
Gibbons, Mr. and Mrs. E. S.
Grunt, Mrs.
Green, Robert
Goldie
Gans, S. M.
Guigard, M. T.
Gutteris, O.
Heske, S. B.
Harden, C.
Harden, C.
Hough, G. C.
Hofstad, L.
Hamilton, Miss E.
Hoon, C.
Hoffman, G. W.
Hutchison, G. M.
Hall, J. Andrew.
Haleret, H.
Hoyce, F. C.
Hess, A. H.
Hill, Rev. J. R.
Hall, W.
Helm, Capt. C.
Hall, G. C.
Humphrey, J. L.
Howard, M.
Humphrey, W.
Hooper, A. F.
Ingram, Miss C. G.
Isa Ah Yane
Johnson, G. C.
Jagan Importing and Exporting Co.
Johnston, W. A. J.
Jones, Dr. R. F.
Jackson, Miss
Jini, Messrs.
Johnson, Rev. H. G.
Johnson, Capt.
Johnson, J. N.
Japoss, R.
Kantow
Kommier, D. F.
Knight, W.
Kirkland, Miss
King, K.
Kondovayne, Miss
Kynock, W.

List of Registered Covers in Poste Restante.

Antonietta, Fernolia.
Andrews, Mrs.
Ann Singh
Badola, Glio.
Bannon, Miss
Bodemeys, H. H.
Burgos & Co.
Brasche
Bononmond, P.
Blake, J.
Baker, J.
Boota Singh
Brown, F. E. V.
Buta, (Sany)
Bey, Mrs. N.
Comm of atenis
Catsens, Dr. F.
Cameron Wm.
Crawford, J. R.
Cox, Mrs.
Cuadrich, P.
Costa, A. P. da.
Ekman, Miss Ida
Elias, A.
Ebram, Memon
Eetow, E.
E. San-chong.
Foote, Miss E.
Forsyth, G. S. F.
Figuera, A. F. y
Fukuda, S. (2)
Montilla, T.
Masanor, Miss
Mohichund, A. K.
Modical, S. R.
Mucay, A. R.
Mannila, C.
Marrion, H. D.
McHenry, E. C.
Middleton, Miss
Marescausse, Capt.
Meier, Mrs. K.
Macrotain, A.
Mati, R.
Munthe, J. W. U.
McLeod, Dr. M. M.
Morris, L. M.
Malay, L. M.
Munn, Miss A.
Martin, A. H.
Mardilla, J.
Nagata, T.
Nathate, S.
Nesbet, M. A.
Newfille, B. A.
Otaui, Mrs.
Okhne, Miss
Owied, F.
Oyelle, Mrs.
Ochigo
Okida, Miss
Oye, Miss
Onda, Miss M.
Otor, B.
O'donahue, Miss
O'Donoghue, Miss
Oshuea, Miss
Philippas, J.
Pilmappell, J. H.
Pantuch, J.
Parker, Mrs. A.
Putman, J. K.
Plot, R.
Panigoon, Mr. & Mrs. A.
Puthi, R. P.
Pracht, J.
Peoples, Rev. S. C.
Perine, R. L.
Price, C. G.
Prym, F. J.
Pulmer, W.

List of Registered Covers for Merchant Ships.

S.S. *Exodus* C. Larson.
S.S. *Exodus* T. Williams.
S.S. *Exodus* Capt. Kirkwood. (2)
S.S. *Chankiang* Capt. J. Vaughan.
S.S. *Calchas* J. Williams.
S.S. *Clyde* Hamilton Northcote.
S.S. *Calchas* A. Hoar.
S.S. *Diomed* J. Fleming (Baker). (2)
S.S. *Impassof India* Rev. W. K. McKibben.
S.S. *Hipking* R. Macfarlane. (passenger).
S.S. *Isorok* C. Menz.
S.S. *Mermaid* Mrs. Farrell.
Ship *Norma* N. A. Shaw.
S.S. *Oceana* W. L. Patten.
S.S. *Patroclus* D. Pritchard.
S.S. *Phrygane* Chief Engineer.
S.S. *Sigan* J. Scott.
S.S. *Sarbedon* J. Harris.
Man of War *Syria*
S.S. *Tanais* P. Williams.
S.S. *Talitha* D. A. Allan.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above TO-MORROW, the 23rd instant, at 4 P.M.
This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 16th February, 1900. [217b]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU,"
(3,800 Tons Gross, Captain E. W. Russell.) will be despatched for the above Port, TO-MORROW, the 23rd instant, at 4 P.M.
This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewardess carried.
Return Tickets issued by this Company are available for return by steamers of the other Lines.
For Freight or Passage, apply to A. S. MIHARA, Manager.
Hongkong, 14th February, 1900. [205b]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"DENHIGSHIRE,"
H. N. Vyvyan, Commander, will be despatched for the above Ports on or about FRIDAY, the 23rd instant, at Noon.
For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 18th February, 1900. [179b]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"
Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Daylight.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 19th February, 1900. [45]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on WEDNESDAY, the 28th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th February, 1900. [218b]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MORVEN,"
will be despatched for the above Port on or about the 5th March.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 20th February, 1900. [234b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"
Captain Crier, will be despatched on TUESDAY, the 6th March.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th January, 1900. [115b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"
Captain Finlayson, will be despatched as above on WEDNESDAY, the 7th March.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th February, 1900. [222b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

THE Company's Steamship

"NESTOR,"
Captain Asquith, will be despatched on WEDNESDAY, the 7th March.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th February, 1900. [181b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"TEENKAI,"
D. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March.
For Freight, &c., apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 2nd February, 1900. [138b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"
Captain Gregory, will be despatched as above on TUESDAY, the 20th March.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th February, 1900. [182b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. REGULUS,"
will be despatched for the above Port.
For Freight, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 12th February, 1900. [132b]

Shipping.

STEAMERS.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART,"
of the NORDDEUTSCHER LLOYD.
Captain P. Grosch, due here with the outward German Mail about the 22nd instant, will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., Agents.
Hongkong, 19th February, 1900. [22]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"MENMUIR,"
Captain R. W. Almond, will be despatched for the above Port, on SATURDAY, the 24th instant.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 20th February, 1900. [237b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched on MONDAY, the 26th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd February, 1900. [141b]

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"OOPACK,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 23rd instant, at Noon will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-MORROW, the 17th instant.
JARDINE, MATHESON & Co., Agents.
Hongkong, 16th February, 1900. [219b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex S.S. *Britannia*,
From Persian Gulf, ex S.S. *Kilwa*, *Moshtari* and *Gwa*.
From Zanzibar, &c., ex S.S. *Canara*.
Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.
Goods not cleared by the 24th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE, Superintendent.
Hongkong, 17th February, 1900. [5]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON, PENANG AND SINGAPORE.

THE Steamship

"DENHIGSHIRE,"
Captain Vyvyan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered, after the 24th instant, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 19th February, 1900. [229b]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID, ALEX. BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship

"FRANZ FERDINAND,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
This vessel brings Cargo:—
From Trieste, ex S.S. *Imperatore* transhipped at Bombay.
From Venice, ex S.S. *Massimiliano* & *Carotta* transhipped at Trieste.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 2nd instant, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 16th February, 1900. [173b]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from the above place.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.
Hongkong, 20th February, 1900. [1]

Intimations.

JAPANESE CURIOS.

JUST RECEIVED.

OIL PAINTED AND EMBROIDERED SCREENS, LACQUERED BOXES, And Several kinds of PHOTOGRAPH FRAMES.

MODERATE PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade, Opposite the City Hall.
Hongkong, 18th January, 1900. [41]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

"JEYES FLUID,"
THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 6th March, 1900. [37]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., LD., DUNLOP TYRES BICYCLES—PRICE—\$160.
A special reliable Watch made for this Climate.
Quality A \$16
Quality B \$12
QUEEN'S ROAD, Watson's Building.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND ORFANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [41]

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [39]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to NO. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.
Hongkong, 1st May, 1899.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—15, PRAYA CENTRAL.

For full particulars &c., &c., Apply to W. STUART HARRISON, Manager.
Hongkong, 18th January, 1898. [39]

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1898. [39]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.
Hongkong, 22nd September 1898. [40]

Mr. Tubby.—"I eat Buttonjee's Bread!"
Mr. Splendishshank—"I don't!"

BREAD! BREAD! BREAD!!!

M. R. H. RUTTONJEE begs to inform his numerous Patrons that he is now prepared to deliver BREAD in WANCHAI and the East End of the City between the hours of 8 and 7 A.M. CUSTOMERS requiring BREAD to be delivered are requested to kindly notify the same to H. RUTTONJEE, 13 & 15, D'Aguiar Street, Hongkong, 20th January, 1900. [44]

Intimations.

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for particulars apply
to the Office.

Hongkong, 1048.

EXTRACT

This fragrant and
delicate perfume is
persistent as an
Extract for the
handkerchief
while as a
Soap and
Powder,
it has been
adopted by the
most re-
fined French
Society.

RIGAUD & Co.
10,000
White Violets
Perfume
PARIS

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours:—
BITTERN, British bark, Atkins—Siemens &
Co.

VISITORS AT THE HONGKONG
HOTEL.

Adamson, Mr. C. P. Lambie, Mrs. J. E.
Aiken, Mr. J. H. child and family
Alger, Mr. E. M. Leggett, Mr. E. C.
Angus, Mrs. John Lewis, Mr. L. A.
Bailey, Mr. W. S. Lutz, Mr. E. M.
Baker, Mr. R. H. MacGowan, Mr. R. J.
Barber, Mr. J. N. Macmillan, Mr. A. C.
Barnaby, Mr. J. W. Mason, Mr. H. B.
Bartlett, Mr. J. F. N. Mattildi, Mr. & Mrs. L.
Bellard, Mr. J. J. Mayson, Mr. J. Y.
Blackburn, Com. R. N. McDougall, Mr.
Booth, Mr. and Mrs. E. W. E.
Bottenheim, Mr. and Mrs. E. W. E.
Brooks, Miss M. D. Morrison, Mr. G. E.
Brooks, Mrs. F. W. Murphy, Mr. E. O.
Burckhardt, Mr. C. A. Neupha, Mr. Van
Burrows, Mr. E. H. Neupha, Mr. Van
Burrows, Mr. E. H. Neupha, Mr. Van
Burrows, Mr. E. H. Neupha, Mr. Van
Byron, Mr. J. C. O'Neill, Mr. J. J.
Carls, Mr. W. J. Parritt, Mr. W. J.
Carter, Mr. H. B. Parritt, Mr. W. J.
Clark, Dr. and Mrs. F. Parritt, Mr. W. J.
Cole, Mr. E. P. Parritt, Mr. W. J.
Crawford, Comdr. and Mrs. G. E. Parritt, Mr. W. J.
Deroche, Mr. P. C. Parritt, Mr. W. J.
Derby, Mr. G. A. Parritt, Mr. W. J.
Dishon, Mr. G. D. Parritt, Mr. W. J.
Drake, Mr. and Mrs. Parritt, Mr. W. J.

VISITORS AND RESIDENTS AT THE
PEAK HOTEL.

Beattie, Mr. Andrew John, Major G. R. St.
Brayne, Mr. H. F. R. Lee, Mr. J. E.
Brown, Colonel Martin, Mr. R.
Bure, Mr. P. Mitchell, Mr. R.
Carrington, Sir John W. Mounsey, Mr. and Mrs.
Clarke, Capt. and Mrs. A. C. Oppenheim, Mr. J.
Dann, Mr. G. H. O'Gorman, Lt. Col. The
Davies, Mr. P. Pollock, Hon. H. E.
Droz, Mr. G. F. Prynce, Capt. H. V.
Ezekiel, Mr. J. S. Rumsley, Comdr. R. M.
Forbes, Mr. A. R. Smith, Mrs. Albert
Fraser, Lt. Col. A. R. Smith, Mrs. A. Findlay
Gompertz, Mr. H. H. Stokes, Mr. A. G.
Gorges, Colonel E. H. Stokes, Mr. A. G.
Graham, Mr. D. M. Taylor, Mr. & Mrs. J.
Gros, Mr. Edward F. Thompson, Mr. O. D.
Hays, Mr. J. Chantrey, Mrs. W. J.
Inchbold, Mr. Chantrey, Mrs. W. J.
Jacob, Mr. F. B. Wheeler, Mr. G. H.

CROCIERERS.

Clementi, Mr. C. Rice, Mrs. Albert Smith
Dowling, Mrs. H. G. Rice, Miss Ellen A.
Flynn, R. N. Rev. F. Simmonds, Mrs. C. B.
Johnson, Rev. F. T. Simmonds, Capt. C. B.
Johnston, Mr. R. F. R.
Libeaud, Mrs. Snow, Lt. C. F. U.S.N.
Miller, Mrs. M. J. Snow, Mrs. C. F. and
Miller, Miss Maud Volpicelli, Consul
Miller, Miss Carolina Volpicelli, Madame
Penny, Miss Wright, Mrs.

The Share Market.

LATEST QUOTATIONS.

(February 22nd.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	314 % premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	£26
Do. Founders.	£ 1	£20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$235
China Traders' Ins. Co., Ltd.	\$ 25	\$56
North China Ins. Co., Ltd.	\$ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$120
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$2
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$350
China Fire Ins. Co., Ltd.	\$ 20	\$89
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$294
Indo-China Steam Navigation Co., Ltd.	\$ 10	\$87
China & Manila S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S. N. Co., Ltd. (Pref.)	\$ 10	£10.10 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	\$ 10	£10.10
China Mutual S. N. Co., Ltd. (Ordinary)	\$ 5	£5
Star Ferry Co., Ltd.	\$ 10	\$19
"Shell" Transport & Trading Co., Ltd.	\$ 100	£250
Refineries.		
China Sugar Refining Co., Ltd.	\$ 100	\$132
Luzon Sugar Refining Co., Ltd.	\$ 100	\$47
Mining.		
Punjab Mining Co., Ltd.	\$ 6	\$6
Punjab Mining Preference Shares	\$ 1	\$1.30
Societe Francaise des Charbonnages de Chine, Ltd.	25 cts.	\$10
Queen Mines, Ltd.	25 cts.	\$10
Jelchu Mining and Trading Co., Ltd.	\$ 5	\$134
Raub Altian Gold Mining Co., Ltd.	\$ 150	\$63
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$53
Oliver's Freehold Mines, Ltd. B.	\$ 4	\$470
Great Eastern & Canton Gold Mining Co., Ltd.	\$ 5	\$1
Do. (Preference)	\$ 1	\$0.10
Pocks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$ 125	550 % premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$87
Wanchai Warehouse.		
Wanchai Warehouse Co., Ltd.	\$ 371	\$434
New Amoy Dock Co., Ltd.	\$ 6	\$204
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.35
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$122
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$41
Hongkong Hotel Co., Ltd.	\$ 50	\$126
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$93
Cotton Mills.		
Hongkong Cotton Spinning & Weaving Co., Ltd.	\$ 100	\$38
Ewo Cotton Spinning & Weaving Co., Ltd.	\$ 100	Tls. 60
International Cotton Mfg. Co., Ltd.	\$ 100	Tls. 67
Laau-kung-mow Cotton Spinning & Weaving Co., Ltd.	\$ 100	Tls. 724
Soy Chee Cotton Spinning Co., Ltd.	\$ 500	Tls. 375
Yahlong Cotton Spinning Co., Ltd.	\$ 100	Tls. 54
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$28
China Portland Cement Co., Ltd.	\$ 15	\$16
A. S. Watson & Co., Limited	\$ 10	\$164
Watkins, Limited	\$ 10	\$10
Hongkong Electric Co., Limited	\$ 10	\$14
Hongkong Electric Co., Limited	\$ 2	\$2.15
Hongkong and China Gas Co., Ltd.	\$ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$350
Geo. Fenwick & Co., Ltd.	\$ 25	\$51
H'kong Ice Co., Ltd.	\$ 25	\$107
H'kong High-Level Tramways Co., Ltd.	\$ 100	\$155
Dairy Farm Co., Ltd.	\$ 6	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$25
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bells Agency, Ltd.	\$ 1	£1 nominal
United Asbestos Co., Ltd.	\$ 4	\$4
United Asbestos Co., Ltd.	\$ 10	\$10
Carmichael & Co., Ltd.	\$ 20	\$8
Tobacco Planting Co., Ltd.	\$ 5	\$5
Tobacco Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

EXCHANGE.

Hongkong, 22nd February.
ON LONDON, Telegraphic Transfer, 1/11 1/2
Bank Bills, on demand, 1/1 1/2
Credits, 4 months' sight, 1/1 1/2
D'iments, 4 months' sight, 1/1 1/2
ON BERLIN, (demand) 1/1 1/2
Bank Bills, on demand, 1/1 1/2
Credits, 4 months' sight, 1/1 1/2
ON NEW YORK, Bank Bills, on demand, 1/1 1/2
ON HAMBURG, Telegraphic Transfer, 1/1 1/2
ON SHANGHAI, Telegraphic Transfer, 1/1 1/2
Private, 30 days' sight, 1/1 1/2
ON YOKOHAMA, T.T. 1/1 1/2 per cent. prem.
Sovereigns, Bank's Buying Rate, 1/1 1/2
Gold Leaf (too touch, per tael) 53.35
Bar Silver 53.35
Dollars 23 per cent. prem.

VESSELS IN PORT.

Steamers.
AMIGO, German steamer, 771, J. Bendixen, 13th Feb.—Hohow 12th Feb, Rice—Jensen & Co.
BABELSDORF, German steamer, 2020, G. Pfaff, 21st Feb.—Moj 16th Feb, Ballast—Order.
BENLAWERS, British steamer, 1,484, A. Webster, 15th Feb.—Java 4th Feb, Sugar—Gibbs, Livingston & Co.
CEREDA, British steamer, 1,603, L. Johnson, 12th Feb.—Singapore 2nd Feb, Case Oil—Jardine, Matheson & Co.
CHOW PA, British steamer, 1,553, J. Williamson, 20th Feb.—Bangkok 9th Feb, and Swatow 19th, Rice—Butterfield & Swire.
CHOWTAT, British steamer, 1,100, J. A. Morris, 13th Feb.—Saigon 9th Feb, Rice—Butterfield & Swire.
CHUNSAK, British steamer, 1,118, E. J. Butler, 20th Feb.—Hogay 16th Feb, Coal—Jardine, Matheson & Co.
DAPHNE, German steamer, 1,292, Th. Nissen, 31st Dec.—Kutchinota 26th Dec, Coal—Siemens & Co.
DECIMA, German steamer, 965, Christiansen, 12th Feb.—Saigon 7th Feb, Rice—Sander, Walker & Co.
DENBUSHIRE, British steamer, 2,448, H. N. Vyvyan, 17th Feb.—London 20th Dec, and Singapore 10th Feb, General—Shewan, Tomes & Co.
DEVAYONGSE, British steamer, 1,037, Richard Curtis, 20th Feb.—Bangkok 11th Feb, and Koh-si-chang 13th, General—Yuen Fat Hong.
FUTANI MARU, Japanese steamer, 2,381, J. Thom, 21st Feb.—Australia and Manila 15th Feb.—General—Nippon Yusen Kaisha.
GERMANIA, German steamer, 1,174, A. Moller, 10th Feb.—Java 30th Jan, Sugar—Jensen & Co.
HERMES, Norwegian steamer, 810, J. C. Jensen, 16th Feb.—Saigon 11th Feb, Rice—Jardine, Matheson & Co.
HONGKONG, French steamer, 739, Bastian, 27th Dec.—Haiphong and Hahow 26th Dec, General—A. R. Marty.
HONGKONG MARU, Japanese steamer, 3,385, W. E. Filmer, 12th Feb.—San Francisco 16th Jan, Honolulu 22nd, Yokohama 4th Feb, Kobe 31st, Nagasaki 7th, and Shanghai 10th, Mail and General—J. S. Van Buren.
KACHIMATE MARU, Japanese steamer, 2,143, S. Fujiki, 20th Feb.—Kuchinota 14th Feb, Coal and Coke—Mitsui Bussan Kaisha.
KASUGA MARU, Japanese steamer, 3,797, E. W. Haswell, 20th Feb.—Yokohama 9th Feb, General—Nippon Yusen Kaisha.
KWANG PING, Chinese steamer, 1,241, W. Blake, 21st Feb.—Shanghai 18th Feb, Ballast—Order.
LOKSANG, British steamer, 980, Leask, 21st Feb.—Bangkok 13th Feb, General—Jardine, Matheson & Co.
LOONGANG, British steamer, 1,092, T. S. Weigall, 19th Feb.—Manila 16th Feb, General—Jardine, Matheson & Co.
LOVAL, German steamer, 1,237, Lorenzen, 21st Feb.—Canton 21st Feb, Ballast—Sander, Walker & Co.
MACDUFF, British steamer, 1,882, R. Glegg, 13th Feb.—Saigon 8th Feb, Rice—Dodwell & Co., Ltd.
MENSAH, British steamer, 1,980, S. J. George, 16th Dec.—Sourabaya and Chienhai 25th Nov, Sugar—Jardine, Matheson & Co.
MONKUT, British steamer, 850, N. G. Major, 16th Feb.—Bangkok via Koh-si-chang 6th Feb, General—Butterfield & Swire.
PEIYANG, German steamer, 953, R. Kohler, 19th Feb.—Saigon 14th Feb, Rice—A. R. Marty.
PIRA CHOM KLAO, British steamer, 1,011, J. Fowler, 21st Feb.—Bangkok 12th Feb, Rice, &c.—Butterfield & Swire.
PROSPER, Norwegian steamer, 789, Thorstein, 3rd Feb.—Sourabaya 22nd Jan, Sugar—Geo. R. Stevens & Co.
QUEEN ADELAIDE, British steamer, 1,835, M. Nair, 19th Feb.—Tacoma and Kobe 14th Feb, General—Dodwell & Co., Ltd.
RELIFE, American transport, 3,000, Frank Harding, 13th Feb.—Manila 10th Feb.
SABINE RICKMERS, British steamer, 690, J. R. Nasbit, R.N.R., 20th Feb.—Bangkok 13th Feb, General—Arnold, Karberg & Co.
SHINTI MARU, Japanese steamer, 1,400, R. Nakagawa, 18th Feb.—Moj 12th Feb, Coal—Mitsui Bussan Kaisha.
TAMUJI MARU, Japanese steamer, 1,016, K. Sobajima, 21st Feb.—Swatow 20th Feb, General—Mitsui Bussan Kaisha.
VICTORIA, American steamer, 1,997, John Pantou, 20th Jan.—Manila 26th Jan, Ballast—Dodwell & Co., Ltd.

HER BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, February 22nd, 1900.
Albatross, despatch vessel, 1,700 tons, 10 h.p., 4 guns, 3,000 i.h.p., Commander A. G. Smith-Dorrien, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,161 i.h.p., Captain Hon. S. C. J. Colville, C.B., en route Wei-hai-wei.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. L. J. Montgomerie, O.D., R.N., Shanghai.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. R. B. S. Wrey, Hongkong.
Centurion, British battleship, 10,000 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Hankow.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.
Esk, coast defence gunboat, 403 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 400 tons, 6 guns, 4,000 i.h.p., Hongkong.
Harcourt, screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., Hongkong.
Humber, storeship, 1,400 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Hongkong.
Lime, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Manila.
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,300 i.h.p., Lieut.-Comdr. S. G. Douglas, Shanghai.
Phoenix, British gunboat, 1,215 tons, Comdr. Cochran, Hongkong.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.
Plow, 1st class gunboat, 433 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.
Redoubt, British gunboat, 875 tons, Capt. F. F. Le Cour, Hongkong.
Sardonyx, British river-gunboat, 2 guns, Lieut. Comdr. Carr, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 365 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,000 i.h.p., Capt. A. C. Clarke, Hongkong.
Victoria, British battleship, 13,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomburgk, Hongkong.
Waterwitch, surveying vessel, 620 tons, Commander W. L. Dawson, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.
Wyvern, coast defence ship, 4,750 tons, 1 gun, 1,000 i.h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.
Woodward, British gunboat, 2 guns, 552 h.p., Lieut.-Comdr. R. A. Norton, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 24, 35, 36, 37 and 38, first-class and 3 second-class boats.

Miscellaneous.
Liberty, Portuguese gunboat, 588 tons, Comdr. Smith, Hongkong.
Predator, Argentine cruiser, 2,350 tons, Capt. Belcher, Manila.
Valleyrie, Danish cruiser, 3,000 tons, Prince Valdemar, Shanghai.
Zenith, Austrian cruiser, 2,300 tons, Captain Edward Thomsen von Montalmar, Hongkong.

FOREIGN MEN-OF-WAR OF THE CHINA
AND JAPAN STATION.

The Russian Squadron.
Admiral Kowalev, Russian armoured cruiser, 2,850 tons, twin screw, 38 guns, 9,500 h.p., Captain Kowalev, at Nagasaki.
Albatross, Russian gunboat, 800 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrowolsky, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shaton, at Nagasaki.
Gadma, Russian gunboat, 400 tons, twin screw, 16 guns, 3,500 h.p., Capt. Sevelen, at Nagasaki.
Gromitsky, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikheevsky, at Nagasaki.
Korvet, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillman, at Nagasaki.
Mandarin, Russian cruiser, 1,215 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Venish, at Nagasaki.
Naryednik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zariak, at Nagasaki.
Olenok, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coppiandoff, at Nagasaki.
Roua, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiraff, at Nagasaki.
Rochy, Russian cruiser, 1,330 tons, Capt. Komaroff, en route Manila.
Rurik, Russian gunboat, 1,040 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.
Silah, Russian gunboat, 4 guns, 1,200 h.p., Lieut. Komaroff, at Nagasaki.
Slava, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mollas, at Nagasaki.
Sivatch, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soulatin, at Nagasaki.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Nagasaki.
Vladik, Russian torpedo gunboat, 4 guns, 950 tons, Com. Molchouky, at Nagasaki.
Vladik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogolia, at Nagasaki.
Zubrik, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Sliker, at Nagasaki.
(1st and 2nd class.)
Fort, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.
Janichich, Russian torpedo boat, 87 tons, 4 guns, 920 h.p., 10 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podorossik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.
Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.
Sotchi, Russian torpedo boat, 87 tons, 4 guns, 920 h.p., 10 knots.
Strass, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

THE ITALIAN SQUADRON.

Carlo Alberto, Italian cruiser, 7,000 tons, Capt. R. Calh, Shanghai.
Liguria, Italian cruiser, 4,500 tons, Captain Casella, Shanghai.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)

Borzo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes, 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
* Flagship of Vice-Admiral Alexieff.
* Flagship of Rear-Admiral F. V. Dubossioff.
* Flagship of Rear-Admiral Reninoff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt. Comdr. Du La Croix de Castries, at Haiphong.
D'Entrecasteaux, 1st class cruiser, 8,114 tons, 26 guns, 13,500 i.h.p., Capt. de Mardelles, at Saigon.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns, 631 i.h.p., Captain Philibert, at Kwang-chow-wan.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chow-wan.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portal, at Hongkong.
Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, at Kwang-chow-wan.
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, en route Tientsin.
Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Morhet, at Saigon.
* Flagship of Vice-Admiral Courjeolles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25-guns, 9,000 h.p., Capt. Rollmann, Manila.
Hansa, German cruiser, 6,400 tons, Capt. Pohl, at Singapore.
Hertha, German cruiser, 6,000 tons, Capt. S. V. Seiden, Singapore.
Iliss, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lins, at Hongkong.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obentimeit, at Nagasaki.
Jaguar, German cruiser, Captain Kinderling, at Shanghai.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.
* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,000 h.p., Capt. J. M. Forsyth, at Hongkong.
Bennington, U.S. gunboat, 1,770 tons, 6 guns, 3,310 h.p., Com. C. H. Arnold, at Manila.
Crittenden, Flagship, U.S. cruiser, Admiral Watson, Manila.
Cuthbert, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, Japan.
Celtic, U.S. supply-ship, 5,428 tons, 1,800 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Conrad, U.S. gunboat, 1,200 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.
Cullum, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. F. W. Corbin, at Manila.
Gleason, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.
Hobson, U.S. gunboat, 1,377 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Irish, U.S. dispatch-ship, 6,100 tons, 13,000 h.p., Lieut. Com. W. H. Everett, en route Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nairo, at Manila.
Manahatch, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Hongkong.
Mendenhall, U.S. gunboat, 1,375 tons, 6 guns, 3,000 h.p., Com. G. A. Bickell, at Shanghai.
Montevideo, U.S. double-turret monitor, 4,081 tons, 4 guns, 5,244 h.p., Comdr. E. H. Lewis, at Manila.
Nashua, U.S. collier, Lieut. L. A. Kaiser.
Oregon, 1st class U.S. battleship, 10,388 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.
Saratoga, U.S. cruiser, 5,000 tons, Comdr. Whelan, at Manila.
Whelan, U.S. gunboat, 1,000 tons, 6 guns, 1,681 h.p., Comdr. W. T. Burwell, at Hongkong.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, Master A. M. Whitton, at Manila.

JAPANESE MEN-OF-WAR.

Battleships.
Yashima, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Kure.
Fuji, 1st class, 12,450 tons, 38 guns,